W. B. Moses & Sons.

\$6.00

39c. yd.

49c. yd.

99c. yd.

Closed All Day Monday.

Annual January Clearance

-January is the bargain month for carpets with us. This time every year we commence preparing for spring. Making room for spring stocks. Clearing out at discount prices all Carpets, Art Squares-floor coverings of every description. Buyers have learned to wait for this event. We'll be closed all day Monday-but Tuesday morning bright and early the sale starts out. We announce it today and give you time to make your decisions.

There's a stock of Carpets in this sale that is a peer of its kind. The choicest productions of the world's leading mills. The prices—the values—will be appreciated, for at no other time of the year is so much sold for so little. Your selection is practically

Will you be amongst the first lucky buyers Tuesday?

6 patterns Plain Cottage Carpets, yard wide, at	12½c.	yd.
15 patterns Ingrain Carpet, special	22½c.	yd.
15 patterns of our Celebrat- ed Allepo Ingrain Carpet, all new and choice styles. Regu- lar price, 50c. and 60c	37½c.	yd.
20 patterns best quality All- wool Ingrain Carpets, all new and choice styles. Regular price, 75c	57½c.	yd.
15 patterns of our Agra Carpets, the finest all-wool carpets made, choice patterns and colors. Regular \$1.00 quality	67½c.	yd.
500 yards good quality Floor Oilcloth. Regular price, 30c		
English Linoleum remnants in quantities suitable to cover kitchens, pantries and bath		

rooms. Regular \$1.00, 85c. 521/2c. yd. English Linoleums, solid colors through to the back, almost indestructible, pattern will not wear off. Regular \$1.15 yd.

6 Trilby Art Squares, extra heavy, solid colors, fancy borders, suitable for office and nursery, 21 by 3 yards. Regular price, \$4.00.....

10 Trilby Art Squares, extra heavy, solid colors, fancy borders, suitable for office and nursery, 4 yards by 5 yards. Regular price, \$12.00. 7 patterns good quality

Tapestry Brussels..... 12 patterns heavy Tapestry Brussels 12 patterns best quality 57 1/2 c. yd.

Tapestry Brussels..... "made, laid and lined"..... 77 2c. yd. 6 patterns Saxony Axminster, "made, laid and lined"...

balance of stock, "made, laid 92 /2 c. yd. 10 pieces new Axminster, 12 patterns heavy Axmin-

ster, choice coloring and designs, "made, laid and lined". 47 rolls French Axmin-

ster, various designs and colorings, "made, laid and \$1.121/2 yd.

choice patterns, to close, \$1.221/2 yd. 10 patterns Odd Wilton

99c. yd. Velvet Stair Carpet..... 1,000 mill samples, 11-yards length. Worth

\$1.00 to \$4.00 per yard. At HALF PRICE. 750 yards Moquette Velvets and Axminster,

from 2 to 13 yards length, at HALF PRICE.

B. Moses & Sons,

\$2.75

ANCIENT AND MODERN

Comparison of Old Laws With Present Day Regulations.

THE HACK LINES AND RATES OF FARE

Rules Under Which the Cabbies Earned Their Living.

THE FREIGHT VEHICLES

No better evidence of the progress of improvements in Washington can be found than in a comparison of the current municipal regulations with the old ordinances. It is not without interest that those who now speed along in cars minus horses may read or hear from some old relic of the olden time of the rules governing public travel in those days, and it may well be imagined that for the period of the lumbering back o'er country roads, and mean ones at that, how crude the early hackney laws were. And it may be readily conjectured, from the absence of reference to streets or avenues in some of the acts, that in the early days but little heed was given to such by the ancient cabbies if they could find or make a cross lot cut with their "fare."

An act to license hackney coaches was approved October 28, 1802, and to tax private vehicles in May, 1803. This subject was frequently before the councils, in the first quarter of the century, no less than fifteen acts having been passed. For pri-vate carriages the tax ranged from \$15 down to \$2 per year, and the rule, "keep to the right," was crystallized into the law of the corporation. For evidence that the colored race was regarded as "chattels" it is only necessary to refer to the act of July 2, 1817, by which the enumeration of carriages and slaves for assessment was provided for in the same paragraph, and the act of 1821, which required of all free negroes a license or permit of the mayor and a bend for good behavior to be given annually before they were allowed to live

in the corporation limits. Ancient Provisions of Law.

The ancient hackney laws contained much that was absolute, and have been lasting in some provisions, not a little of the present regulation being nearly a century old. The rates of fare of the century's first quarter would make a curious placard in painted in loud colors. these days, that prescribed by the act of 1806 reading as follows: From daybreak to 8 o'clock p.m.—From Capitol Square to the Eastern branch bridge, 31 cents; to the navy yard, 25 cents; to the south end of South Capitol street, 25 cents; to Green-leaf's Point, 25 cents; to the President's Square, 25 cents. For any distance be-tween, not exceeding one-half mile, 12½ cents, and more than one-half to be reckmed as the entire distance. From Green, leaf's Point to the navy yard, 25 cents; from the navy yard to the Eastern branch bridge, 25 cents: from the President's Square to Greenleaf's Point, 25 cents; to the Hamburgh wharf (near the old observatory), 25 cents, and to the western limits of the city, 25 cents; for any dis tance between Greenleaf's Point and the navy yard, or between any of the two places named, not over half, 12½ cents, For detention over five minutes, 12½ cents was allowed for each fifteen minutes, and for places not specified the rate of fare was 12½ cents per mile. After 8 o'clock p.m., 50 per cent additional to the above charges was authorized.

A penalty of \$5 was imposed for overcharging, and when two persons in a hack agreed to pay for three, the hackman was prohibited from taking up another without permission. Licenses to run from the first

Economicano con contrato con con Monday in November, at \$10 per year, were required to be issued by the register, who was to publish the law and furnish a copy to each hack owner, the number to be painted on the hack. The rate of license to a resident of the city was \$10; to a resident of the District beyond the city limits, \$15, and a non-resident of the District, \$20. By the act of 1826 the tax was increased to \$20 for residents of the District outside of the city and \$50 for non-residents of the

District. The act of June 3, 1826, recognized the eccessity of hack stands by providing that when six or more carriages assemble, either day or night, it shall be the duty of the police officer to regulate them, private carriages on public occasions being under the same regulation. This act also required of non-resident licensees a bond for the pay-ment of such fines and penalties as his driver incurred. When unemployed and not in motion, hacks were required to stand at least twenty-four feet from the curb of an avenue, and fifteen from curb of a street. Drivers were prohibited from leaving their lines except in the hands of a capable person, and of course all boisterous or riotous conduct was prohibited. Penalties of fines for violations of these acts were imposed, and if a negro was the offender stripes took the place of dollars.

By the old acts sleighs were subjected to

the same regulations, but, by common con-sent, the rates of fare were much higher. It was also obligatory on tavern and hotel keepers to display the hack rates.

Repeal and Amendment.

The hack laws for three whole decades provided as above stated, but in March, 1842, they were repealed by a general act on the subject, which re-enacted many of the regulations and added a number thereto. This act first prescribed a penalty of a fine of \$10 for running a carriage for hire without license; required an oath of ownership when taking out a license; provided for the supervision of the carriages by the police, and established hack stands, setting apart the avenues and streets in front of public spaces or squares other than oppo-site markets, with such other places as the mayor might establish, the vehicles to stand fifteen feet from the curb in front of buildings, lengthwise the street. The rates of fare during the day were

fixed at 25 cents per passenger for any dis-tance within one and one-half miles, and more than one and one-half miles and less than three miles, 50 cents. The clause requiring the constant care of the reins was re-enacted, and it became customary for the cabbies to carry boys on their boxes for this purpose while they bucked for

Stages or omnibuses made their appearance as the predecessors of the larger vehicles, which ran at regular intervals, and the street railway cars about 1830, when the councils, August 31, passed an act exempt-ing any hackney stage with accommodation for six or more passengers from the operations of the hackney carriage law, provided licenses be procured, as required under the act of 1824. These were at first the simplest kind of vehicles, much on the order of an ordinary wagon, the difference being that the seats were comfortable and the exterior

Route Established.

The first route was from the west gate of the Capitol, by way of Pennsylvania avenue, to High and Bridge streets, George-One Richard Burgess ran such a stage, but Allison Nailor was the first to put on more than one of such vehicles (to establish a regular line); then came the Union Line (Reeside & Vanderwerken), "the Peo-ple's Line" and the Citizens' Line (Haislip & Weeden), which ran till during the war, when the street cars took their place. The routes in the meantime were extended

from L and 7th streets northwest to the avenue, and thence to the navy yard, with branch route to the steamboat wharf. In October, 1850, when the 'bus business those days was booming, an act to regulate them was passed. This directed the mayor to designate the omnibus stands, the vehicles to be ten feet apart and not m hicles to be ten feet apart and not more than two abreast; prohibited a gait faster than a moderate trot; forbidding the pass-ing in front or driving across the way or in any manner annoying the driver and passengers of any other 'bus. There was from time to time much opposition between the rival lines, and the business of 'buck-ing' for passengers existed then, as it has more or less in recent years. in any manner annoying the driver and passengers of any other 'bus. There was from time to time much opposition between the rival lines, and the business of 'bucking' for passengers existed then, as it has more or less in recent years.

The licenses for the 'buses were under the 'Canada to England.

"or other vehicle," the same as a hackney coach, and though exempt from some provisions of the hack law, the driv-ers were responsible for their conduct, and the term "disorderly conduct" was, like charity, capable of covering a multitude of

The Freight Lines. For the conveyance of goods, wares and

merchandise, all owners of carts, wagons and drays hired for gain, as well as their agents, were by act of March 21, 1817, required to take out license-\$5 per annum for the wagons and \$2.50 for the carts and drays, each vehicle to bear the letters "W. C.," with number of license. The license to non-residents was three times the sums named above, and fines were imposed for any infraction of the law.

any infraction of the law.

With the old Washington the old omnibus lines have passed away, and but few of that old-style vehicle is now seen, and these will in a few years be relegated to the rear to make way, perhaps, for the horseless

The hackney carriage is still here, but the four-wheeler of the present day possesses many improvements over the carriages of same may be said of the wagon, cart

and dray, but so many business houses now possess their own vehicles that the familiar wagon stands of oid—in the neighborhood of the markets-are nearly deserted.

SLEEP-WALKING.

Something About This Queer and Dangerous Habit. From Youth's Companion.

Sleep walking, or somnambulism, neither so common nor so entertaining a habit as readers of a certain kind of stories might be induced to believe. It is, as a little reflection will convince us, a habit, or we might even say, a malady, which exposes its victims to great peril. The somnambulist is in a condition very similar to that of a hypnotized or mesmerized person. The action of the mind is greatly restricted, in that the reasoning faculty is almost completely in abeyance, and everything the person does is purely automatic and performed under the in-fluence of a single idea.

But the very fact that the mind, crip-pled as its powers are, acts solely in one direction and is not distracted by external impressions, makes the person's actions more certain than they would be in a walkmore certain than they would be in a waik-ing state. Thus a somnambulist may walk along the edge of a roof with perfect steadiness, while, if awake, he would cer-tainly turn dizzy and fall. So, too, in a totally dark room, the sleepwalker will often move about without stumbling against chairs or tables, or will seat himself at a desk or stand holding many objects without upsetting one.

Although we do not know with certainty the condition of the brain in somnambu-lism, observation has taught us to recog-nize many of the causes that induce it, and so to control the habit in great measare. These causes may be mental, such as worry, brooding over one idea, and hard study, especially late at night; or physical, such as late suppers, insufficient ex-ercise, and sleeping with the head too low. Most sleepwalkers are either of a ner-vous constitution, or have received some severe shock, great grief or immoderate joy, which has temporarily disturbed their nervous equilibrium. The young of both sexes are most subject to sleepwalking, and when the habit is formed in youth it is usually outgrown in a few years.

The confirmed somnambulist should avoid The confirmed somnambulist should avoid all the mental and physical causes above mentioned. The bed clothing should be light, the sleeping room of good size and well ventilated. Much time should be passed in the open air, and over application to studies must be carefully avoided. In obstinate cases the patient should not be left alone at night, and doors and windows should be securely fastened. If he

dows should be securely fastened. If he is discovered out of bed he should be gently guided back, and should not be awakened until once more lying down.



ESTIMATES OF COST

Varying Figures on the Nicaraguan Canal Project.

WIDE RANGE OF MILLIONS

Outline of the Lull Survey of 1872.

A MATTER OF LEVELS

That Congress will eventually declare favorably for the construction of a canal across the isthmus from the Carribean sea to the Pacific appears to be well settled in the public mind. It is equally clear that while the majority of those appointed from time to time to inquire into the feasibility of such a scheme have reported it as entirely practical, there is a wide difference both as to the most accessible route, and especially as to what would be the total cost of the undertaking. With the Walker commission it may be said there seems to be individually a wide diversity of opinion. The preliminary report as sent to the Secretary of State Thursday is in the nature of a compromise, to be placed before the Senate, as called for, a summary of the commission's work. It has been understood for some time that there are senators who, while heartily favoring a canal, are not willing, with only such information as they now have before them, to approve a project involving an outlay of more than

The preliminary report, as published in The Star Thursday, happily for the Sena-tor's holding to this view, places the cost of a high-level candi at \$124,000,000, and a low-level scheme, through a longer and more circuitous route, at \$123,000,000. A dif-ference of \$1,000,000 on the estimated cost of two projects of such magnitude would indicate a very thorough comprehension and a close calculation of details. As the esti-mate for the lower-level route is made by comparison with the cost of a similar under-taking in the United States, rather than from experimental computation, it would seem that the larger estimate offers ground more nearly correct upon which to base senatorial discussion.

Individual Estimates.

It has been known for some time that Prof. Haupt has held his own estimate of what a canal ought to cost down to \$90 .-000,000, which is nearer to the Maritime Company's estimate of \$75,000,000, while that of Admiral Walker, though much Higher, is within the \$125,000,000 limit. Gen. Halnes, the senior engineer, on the other hand, places the cost in the neighborhood of \$150,000,000. In the articles which appeared in The Star December 20 and 28 the estimate from a careful study of the de-tails, partially presented in those articles, placed the cost at about \$135,000,000, an estimate which will, it is thought, be borne out by the full text of the commission's final full report. It may be said that the assistant engineers coincide, practically unanimously, with Gen. Haines that th cost will be about 20 per cent over the esti-mate given out in the preliminary report recently published.

As a matter of fact, what is said to be a

very conservative estimate was on Monday or Tuesday last promulgated and sent to the corps of assistant engineers from the commission's offices in this city. A good deal of importance may undoubtedly be attached to this document, as it was dated December 24, 1898, and was entitled "A Final Estimate of Cost of Nicaragua Capata." cember 24, 1898, and was entitled "A Final Estimate of Cost of Nicaragua Canal." This, of course, covers the high-level route, which cuts through the "East Divide range," as observed in the accompanying the "State of the computation of the diagram, no practical computation of the cost in detail of the other route having ever been given or made.

The Lull Route.

The lower level survey was made under government patronage in 1872 by Commander Lull, U. S. N., and contemplated a canal 26 feet deep. Eleven locks (as against three in the present commission's survey) were projected from Greytown harbor to the lake with lifts of 101/2 feet.

The level at Ochoa down by this route would be 107 feet, while that of the commissioners' report will call for, assuming that their own survey is recommended, 110 feet, their own survey is recommended. 110 feet, a difference of only three feet. The locks were to be 400 by 70 by 26 feet, the canal 50 to 72 feet wide, varying in different sections. That survey provided for the construction of four dams along the San Juan, the upper one at Castillo, the lower below the mouth of the San Carlos river. To protect the dam at Ochoa from the overflow the mouth of the San Carlos river. To protect the dam at Ochoa from the overflow of San Carlos it was proposed to turn the bed from above its mouth to some point along and into the San Juan river below the dam. The entire length of Lull route would be 181 miles, that of the 1898 commission's about 170 miles. The entire estimission's about 170 miles. The entire estimaston's about 110 miles. The entire esti-mate by the lower level route was put in the Lull report at \$65,722,147. It is inter-esting to know that every survey made in-creases largely the full estimated cost.

Itemized Cost. The itemized cost by the Walker commission as recently furnished the assistant

engineers is as follows: Eastern section, from Caribbean sea to upper level of Lake Nicaragua: Masonry in jettles, 368,000 cubic yards, at \$2.29 per cubic yard... Masonry in piers in interior har-bor, 182,000 cubic yards, at \$2.29. Earth excavation in-6,000,000 cubic yards, at 22 cents

6,000,000 cubic yards, at 22 cents per cubic yard.

Rock excavation, 1,428,000 cubic yards, at \$1.50 per cubic yard...

Excavation of earth from harbor to upper level, 32,000,000 cubic yards, at 41 cents...

Excavations, sandstone, 13,000,000 cubic yards, at 41.20 per cubic yard yard
Excavation, dacite rock, 376,000
cubic yards, at \$1.38 per cubic

ragua, with seventy-four miles of free navi gation: Excavation earth, 51,800,000 cubic

yards at 97c. per cu. yd...... Western section: Excavation earth, 31,342,000 cubic 000 cu. yds. at 18c. per cu. yd.. 1,260,000

Grand total......\$128,705,400

Three 3. ks on eastern section. \$7,800,000
One lock on upper section. 2,400,000
Two locks on western section. 3,900,000
Ochoa dam. 6,432,000
Railroad (double track). 5,000,000 Contingent expenses, including engineering expenses, temporary works, etc.....

ize the total, could be still further reduced to bring the full cost within the limit of \$125,000,000.

CHANGES AND PROMOTIONS.

Orders Issued by Commissioners Affecting Engineer Department.

The following changes and promotions were today made in the District engineer department, to take effect January 1, 1899: That George C. Burns, W. D. Boyd and A. D. Black, rodmen on the annual roll at \$780 per annum, be transferred to rodmen on the temporary roll at \$3 per diem. That O. B. Magruder and W. D. Fairchild, rodmen on the per diem roll at \$2.60 per diem, be hereafter rated as rodmen on

the same roll at \$3 per diem. That T. E. Pierce and O. C. Mimmack, chainmen on the per diem roll at \$2.25 per diem, be transferred to rodmen on the an-

nual roll at \$780 per annum. That Fred Asa Barnes, rodman on the per diem roll at \$2.60 per diem, be promoted to rodman on the annual roll at \$780 per annum.

That T. M. Fendall, chainman on the an-nual roll at \$650 per annum, be promoted to rodman on the same roll at \$780 per an-That Samuel B. Harding, chainman on the temporary roll at \$2 per diem, be here-after rated as rodman on the same roll at \$2 per diem.

That J. O. Hargrove, subinspector on the temporary roll at \$3.50 per diem, be promoted to inspector on the same roll at \$4 That Miss M. E. Matteson, clerk on the temporary roll at \$2.36 per diem, be here-after rated as clerk on the same roll at

WOMAN'S QUEER ACTIONS.

Wants to Pawn Hat for Money to Pay Excursion Fare. Mrs. Maria H. Ames, a well-dressed wo-

man, aged, apparently, about fifty years, is held at the first precinct station, there being a suspicion on the part of the authorities that her mental condition is somewhat unbalanced. About 9 o'clock this morning Mrs. Ames

approached Officer E. H. Smith, who is on duty at the Mount Vernon steamboat wharf, and asked him to lend her 75 cents on her hat, as she wanted to take an excursion to Mount Vernon.

The officer declined, and Mrs. Ames left the wharf, going to a barber shop near by. Officer Smith concluded to keep an eye on the woman, and upon going to the shop found she had had her head shampooed. When the barber asked for his pay Mrs. Ames frankly told him she had no money

Ames frankly told him she had no money. At this point Officer Smith took her into custody, and she was sent to No. 1 station. She said her home is in Elgin, Ill., that Dr. T. E. Burlingame is her family physician and Judge E. C. Lovell of the local court a particular friend.

Inspector Boardman has sent a telegram to Judge Lovell, making inquiries about Mrs. Ames, and upon his reply will depend the future action of the authorities. Mrs. Ames has been stopping at the Baltimore and Ohlo Hotel in this city, where she created a favorable impression on those who became acquainted with her. who became acquainted with her.

WILL BOOK REPRODUCED.

Successful Work by a Record Typewriting Machine.

In the office of Register of Wills J. Nota McGill original will book No. 1, which had become greatly impaired by constant handling, has been entirely reproduced, the work being done on a Record typewriting machine. The wills recorded in this original volume constitute the claims in the titles to some of the most important properties in the District of Columbia.

The original wills, from old age, have be come fragile and the reproduction of the original record, which contained several errors, had rendered the handling of the documents unnecessary.

The record itself presents an attractive appearance, being clear and legible, and neatly executed. This is the first of his books to be reproduced by Register McGill under the appropriation for that purpose secured at the last session of Congress. The judges of the District Supreme Court and others who have inspected the work pronounce it a great improvement over the methods heretofore followed in recording

THE INJURED FIREMEN.

Their Condition Today Reported to Be Favorable.

Foreman Frank J. Wagner of No. 7 engine company and his three companions, who were hurt at the Barber & Ross fire Thursday night, were reported today as progressing very favorably. Acting Chief Belt has issued a general

order complimenting the firemen for their very efficient work, and extending to them the thanks of the department for the same, and the men were relieved by his order from watch duty last night in recognition of their services at the fire, which is re-garded as one of the most stubborn and dangerous exeprienced for many years.

Charge of False Pretenses Special Policemen Miles and Souder, who

do duty in the Center market, arrested a young man yesterday who gave his name as Joseph Melrose and locked him up on a charge of false pretenses. When Melrose was arrested he resisted and fought desperately until Policeman Berman came to the assistance of the market officers.

The arrest of the young man proved a great relief to the country people who sell on the market line. For several weeks they have complained that a young man has been robbing them. According to their story he has made purchases claiming that he was in business or was employed by a business firm. The manner of having the goods delivered resulted in defrauding the country people.

It is alleged that yesterday Melrose, as he gives his name, purchased eggs from Mrs.
Leuisa Boswell of Prince George's county,

Md., and disposed of them to Golden, Love & Co. Mrs. Boswell did not get her money for the eggs, and later she caused the arrest of the prisoner.

Judge Taylor held him in \$300 security for the action of the grand jury.

Want Will Construed. A bill in equity, asking the court to con strue the will, and codicil thereto, of the late Fannie M. Gilbert, was filed today by

William J. Govan, executor, who names Fannie T. Wiley and Louis A. Wiley, minors, defendants. Charged With Selling to a Minor. Charles O. Abbott, who keeps a saloon at 517 7th street, was charged in the Police Court today with selling liquor to a minor.

Richard H. Davis, living at 708 5th street, the prosecuting witness. Bernard Waldman and Harry Horton, his companions, were also summoned as witnesses.
When the case was called Attorney Smith demanded a jury trial. The case may be tried next week.

It is not difficult to see why this estimated aggregate of nearly \$129,000,000, closely pruned, no doubt, from the outset to minim-It pays to read the want columns of The Star. Hundreds of situations are filled through them.

"THE DEPENDABLE STORE." 922-924-926-928 7th st., running through to 704-6 K st.

Closed Monday.

Special selling tonight

As the store will be closed all day Monday the special bargain offering will be made tonight instead. We have exerted every effort to gather together the strongest coterie of extraordinary values vet put before vou.

Tonight's specials in wrap department.

Lot of 200 Hudson bay electric seal collareties, handsomely silk lined and Choice of our regular \$15 and \$18 fine tailor-made suits of imported cheviot serge and covert cloth-with swell flounce very full-regular \$3 value tonight 98c. or flare skirts—jackets are all sik-lined—every garment finished in per-fect style—as a special tonight \$9.98 for

Lot of stone and brown marten collarettes, with marten fur tails and heads -regular \$6.5° value tonight \$4.25

Lot of regular \$16 electric seal capes, in both short and long lengths \$9.25 -tonight for only.....

Lot of \$35 finest electric seal capes, look very muca like genuine scalskin-have genuine marten fur cellars and edgingand are handsomely lined with satin duchesse—tonight \$18.98

Toilet articles.

The well-known Cuticura soap, tonight,

Violet de Parme soap, 3 large cakes in a

Oakley's extracts, in all odors, including

Vaseline, tonight as a special value, per

Violet teleum powder, tonight as a

Basement specials.

Patent Dover revelving egg 5c.

Crystal table tumblers, only 12 sold to one customer, at the spe-

Large bars of Lipp's laundry 2c.

25c. aprons, 14c.

Tonight we offer a lot of sheer India

linon aprons, with wide hem and wide

tie strings, worth 25c., for only 14 cents.

25c.& 35c. veilings, 21c.

Tonight we'll sell the regular 25c. and

35c. black silk veiling, 18 inches

wide, in plain and dotted mesh, for 21c.

Specials for men tonight.

Gold-plated collar buttons, patent lever and stationery post kinds 1 C.

Men's fine "Garland" unlaundered shirts,

with pure linen bosom, with patent gussets

night, 3 for a dollar-or each 35C.

-regular 5c. sort-tonight for

and cushion neck band-perfeet fitting-as a special to-

one for

bottie, to light as a special, per ounce,

for only 21c.

4711 soap, touight, 13c.

tonight as a special, for.

cial price tonight, each for ...

soap, tonight for

bottle, 3c.

Let of \$5 cheviot serge skirts, in black and navy blue, lined with percaline and relvet bound-made in the most partic-

Lot of ladies' silk seal plush capes

richly jetted and braided and with fur—in all lengths—sold at \$5 to \$7—tonight as a special \$3.35 richly jetted and braided and trimmed

ular manner—tonight as a spe \$2.69

Goldenberg's special 4-ply 25c.

Ladies' hosiery specials.

Ladies' full regular made hose, with double best and toe, genuine Hermsdorf dyed-regular 15c. 50C. kind, tonight 3 pairs for

Ladies' fine liste thread Richeller ribbed hose, such as sell for 35c. regularly, tonight 25C.

Ladies' full-fashioned fast black hose heavy two-thread splendid wearing 12 2 C.

Don't miss the great shoe sale

-which started here this morning. If you do, you'll miss an opportunity for saving that has never been offered before. We bought a manufacturer's entire surplus stock, paying very much less than the regular wholesale cost. We offer you the chance to buy the best-made footwear for ladies in the country at less than the nonplace sort are sold for elsewhere. We've divided our purchase into two lots - and offer you the choice of ladies' shoes -in all the latest styles and shapes-which are regular \$1.50 and \$2 valuesfor \$1.17 a pair and the choice of the better grades, which are worth \$3-for

Candy specials tonight.

Regular 25c. chocolate drops, tonight for 12c, a lb,

Regular 20c. clear toy candles for 12c

French kisses, very delicious, tonight for 9c. a 1b.

DISAPPROVED BY HAY

Concession Granted to the Pacific Cable Company.

Objectionable to the Hawaiian Commission - Congress Left to Dispose of the Matter.

The Secretary of State today formally disapproved the concession made in July by the Hawaiian government to the Pacific Cable Company for an exclusive right of laying cables to Hawaii and thence to Japan. It is understood that this action is taken in no spirit of hostility to the Pacific Cable Company, but the concession was Cable Company, but the concession was disapproved, first, on account of the formal protest made by the Hawaii commission, protest made by the Hawaii commission, and, secondly, because it seemed best to leave to Congress a free hand in the disposition of the whole subject. It is still the opinion of many of the highest officers of the government that the Scrymser Company possesses means and facilities for conpany possesses means and facilities for construction which would enable them to build the cable with less expense and delay than would be involved in its construction by the government or by any other parties.

The disapproval of the concession is set out in the following proclamation, issued today, by Secretary Hay: To all whom these presents shall come, greeting: Know ye, that, Whereas, by an indenture

made the second day of July, in the year of our Lord one thousand eight hundred and ninety-eight, between Sanford B. Dole, president of the republic of Hawaii, for and in behaif of the Hawaiian government of the one part and the Pacific Cable Company of the company of the second of the second of the Hawaiian government of the one part and the Pacific Cable Company of the second of the Hawaiian government of the one part and the Pacific Cable Company of the second of the Hawaiian government of the second of the one part and the Facilic Carle Com-pany, a corporation organized and existing under the laws of the state of New York of the United States of America, of the other part, there was granted, conceded and confirmed unto the party of the second part and its successors and assigns the right and privilege to lay, construct, land, motherin and operate telegraphic and marmaintain and operate telegraphic and mag-netic lines or cables from a point or points on the Pacific coast of the United States to on the Pacific coast of the United States to a suitable landing place or places, to be se-lected by the party of the second part, in the Hawaiian Islands, with terminus at Honolulu, Island of Oahu, and from and beyond the Hawaiian Islands to Japan and beyond the Hawaiian Islands to Japan and any islands or places necessary for stations for such cables between the Hawaiian Islands and Japan that lie north of the tenth degree or parallel of north latitude in the North Pacific ocean, as an exclusive right and privilege together with an exemption from duties, charges and taxes for any during the term of twenty years for and during the term of twenty years from the date expressed in said indenture, to wit, the 21st day of June, A.D. 1898—said right, privilege and exemption being sub-ject to the terms and conditions set forth in said indenture;

And whereas among said terms and c ditions it is declared and agreed by said in-denture that the party of the second part, within two years from the approval (within eighteen months from the date of said contract) of an act by the Congress of the United States authorizing the party of the second part to construct and operate a sub-marine cable line between the United States the Hawaiian Islands, shall construct, and the Hawanan Islands, shall constitute, lay in proper working order and establish a submarine telegraph cable from a point or submarine telegraph cable from a point or points or. the Pacific coast of the United States to a landing place or places in the Hawaiian Islands, with terminus at Honolulu, Island of Oahu, according to the specifications of said indenture, and, further, within three years from the approval of such act by the Congress of the United States, shall, in like manner, construct, lay in proper working order and establish a submarine telegraph cable from a point or points at or near said Honolulu to Japan; And whereas it is provided by said indenture that the contract therein made And whereas it is provided by said indentury that the contract therein made
and set forth shall not take effect, if at any
time within six months from the date
thereof, to wit, the 2d day of July, A.D.
1898, "the United S'ates State Department"
shall express its disapproval thereof;
And whereas, pursuant to a joint resolu-

tion of the Senate and House of Represen tatives of the United States of America, Congress assembled, approved July 7, 1898, to provide for annexing the Hawaiian Isiands to the United States, the sovereignty of the said Ha-vailan Islan's was yielded up to the United States on the 12th day of

up to the United States on the 12th day of August, A.D. 1898, becoming thenceforth vested in the United States of America; And whereas, in view of the provisions of said joint resolution for the determina-tion by the Congress of the United States of all matters of municipal legislation con-cerning the Hawaiias Legislation concerning the Hawaiian Islands, and because the subject matter and provisions of said indenture are deemed to be proper subjects for the consideration and determination of the Corgress of the United States, it is deemed expedient and necessary that the Congress of the United States consider and adopt such legislation, especially in regard to grants and contractual obligations to be controlled by and rest upon the United States of America as vested with sover-

contract stipulated in the said indenture to the end that the same shall not take effect Given under my hand and the seal of the Department of State of the United States, in the city of Washington, D. C., this 31st day of December in the year of our Lord

in respect to such grants and contractual obligations initiated by the said government

of the republic of Hawaii prior to and in

Mementoes of the Philippines. Mr. R. Emmett Smith of 3007 P street

has in his possession a number of interesting relics of the campaign at Manila, in the Philippine Islands, which were collected and sent to him by his son, Robert E. Smith, jr., of Company G, 2d Regiment of Oregon Volunteers, who was a member of the first expedition to the Pacific. The collection 7as sent in a large box by mail, and arrived only a few days ago, in time to be opened before the Christmas holidays. In the collection are buttons and emblems from all of the different branches of Spanish military organizations on the fslands and many naval insignias. The gilt and brass buckles of the soldiers and the engineer corps and of different regiments are included in the lot. A small piece of brass from the door of the apartment occupied by a petty officer on board the Maria Christiana, the first vessel sunk by Admiral Dewey, is in the collection, the brass bear-ing the inscription "Sargento." A small Spanish pennant from the same vessel is also included. An illustrated book on the "Tipos de Filipinos" of about twenty-five full-page pictures contains many interesting views. There is a pack of Spanish playing cards in the collection, with quite different designs from those on American cards and having only forty-eight cards in pack, instead of fifty-two, the ten spots

Meeting Bar Association Committee. District Attorney Henry E. Davis will leave for New York tomorrow to attend the sessions of the committee on legal education and admissice to the bar of the American Bar Association. The sessions will be gin Monday, are to be held at the Waldorf-Astoria, and will probably continue two

In addition to District Attorney Davis, the committee consists of Judge George M. Sharp of Baltimore, Prof. H. Wade Rogers of Evansville, Ill.; President William L. Wilson of Washington and Lee University and Prof. W. A. Keener of New York.

WHAT DOTHECHILDREN DRINK

Don't give them tea or coffee. Have you tried the new food drink called GRAIN-O? It is delicious and nourishing and takes the place of coffee. The more Grain-O you give the children the more health you distribute through their systems. Grain-O is made of pure grains, and when properly prepared tastes like the choice grades of coffee, but costs about 1/4 as much. All grocers sell it. 15c, and 15c.